

88 01631

# Reseda West Van Nuys District Plan

A PART OF THE GENERAL PLAN / ZONING CONSISTENCY PROGRAM OF THE CITY OF LOS ANGELES



INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

SEP 26 1988

UNIVERSITY OF CALIFORNIA







**TOM BRADLEY**, mayor

**CITY COUNCIL**

John Ferraro, president

Richard Alatorre

Ernani Bernardi

Hal Bernson

Marvin Braude

Robert Farrell

Joan Milke Flores

Ruth Galanter

Nate Holden

Gilbert W. Lindsay

Gloria Molina

Joy Picus

Joel Wachs

Michaël Woo

Zev Yaroslavsky

James Kenneth Hahn, city attorney

Rick Tuttle, controller

**CITY PLANNING COMMISSION**

Daniel P. Garcia, president

William G. Luddy, vice-president

Robert J. Abernethy

Sam Botwin

Suzette Neiman

**GENERAL PLAN/ZONING CONSISTENCY  
PROGRAM: STAFF CREDITS**

**DEPARTMENT OF CITY PLANNING**

Kenneth C. Topping, Director of Planning

Kei Uyeda, Deputy Director

Melanie Fallon, Deputy Director

Robert Q. Jenkins, Deputy Director

**GENERAL PLAN IMPLEMENTATION DIVISION**

Robert H. Sutton, Principal City Planner

**GENERAL PLAN/ZONING CONSISTENCY SECTION**

Daniel Green, Senior City Planner

John J. Parker Jr., Senior City Planner\*

**PROJECT STAFF**

John M. Bowman, City Planner

**GEOGRAPHIC INFORMATION SYSTEM**

John Sepulveda, Principal Cartographer

Mark O'Connor, City Planning Associate

Raul Reveles, Systems Specialist II

Robert Kuboshima, Senior Cartographer\*

Fae Tsukamoto, Senior Cartographer

Arthur Espinoza, Cartographer

**GRAPHIC DESIGN SERVICES SECTION**

Mort Meyerson, Planning Graphics Supervisor


**Publication**

Rey Hernandez, Graphic Designer III

Denis Schure, Graphic Designer II


Joyce Odell, Cartographer

\*Former Staff



# Los Angeles City Planning Department

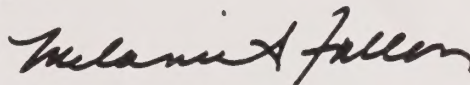
Room 561 City Hall



November 3, 1989

TO: All Staff and Interested Parties

FROM: Melanie Fallon, Deputy Director



SUBJECT: RESEDA COMMUNITY PLAN BOOKLET

## ERRATUM

Reseda Community Plan/Map 177P133, dated April 1989, should depict Low density residential as shown in the shaded areas on the attached map, dated October 1989.

These changes will be incorporated in the next update and publication of the Reseda Community Plan Booklet

MF:JB:sz

RSDPLAN.DOC





180-133

RAPID TRANSIT  
STUDY ROUTE



# ENCINO-TARZANA



# Reseda West Van Nuys District Plan



## TABLE OF CONTENTS

---

### **Plan Amendments Date Log**

#### **A. Community Plan**

1. Generalized Land Use Map
2. Generalized Circulation Map
3. Text\*
4. Plan Maps

#### **B. Reseda Central Business District Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

\* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB 283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.





## RESEDA-WEST VAN NUYS PLANS

Adopted by City Council  
February 5, 1985  
C.F. 84-1717

[illegible]



Digitized by the Internet Archive  
in 2024

<https://archive.org/details/c124896990>









*The Reseda-West Van Nuys District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.*

## Purpose

### USE OF THE PLAN

The purpose of the Plan is to provide an official guide to the future development of the district for use of the City Planning Commission, the City Council and the Mayor, other concerned governmental agencies, residents, property owners and businessmen of the district, and private organizations concerned with planning and civic betterment. For the Planning Commission, the Council and the Mayor, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the district within the larger framework of the City; guide the development, betterment, and change of the district to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations, configurations, and intensities of various land uses, and circulation and service systems facilities. Development may vary slightly from the Plan provided the total area of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered. Development should not be allowed which is not consistent with the intent and purposes of the Plan.

The Plan map is **not** an official **zone map** and as a guide does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan. Inasmuch as the Plan shows land uses projected as much as twenty years in the future, it designates more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment, in the manner prescribed by law to reflect changes in circumstances.

### OBJECTIVES OF THE PLAN

1. To coordinate the development of the Reseda-West Van Nuys District with that of other parts of the City of Los Angeles.
2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2005.
3. To encourage the preservation and maintenance of the existing single-family residential character of the Reseda-West Van Nuys District.
4. To designate a supply of residential land adequate to provide housing of types and densities appropriate to needs, desires and financial ability of residents, maximizing the opportunity for individual choice within the constraints imposed by land availability, land and development costs, and population growth.
5. To promote economic health and public convenience through:
  - a. designating commercial land sufficient to meet future needs, and promoting well-designed, conveniently located retail and service facilities with adequate landscaped off-street parking, proper sign controls, good access and traffic circulation patterns to encourage a proper balance between commercial uses and population densities;
  - b. promoting the orderly development and enhancement of the Reseda Business District;
  - c. designating land for industrial development that can be so used without detriment to adjacent uses of other types and intensities of industrial uses as are necessary to this purpose;
  - d. providing for industrial growth and development particularly on land adjacent to the Van Nuys Airport.
6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
7. To make provision for a circulation system coordinated

with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

8. To promote the continued use of Van Nuys Airport as a hub of general aviation activities in the Southern California area.

9. To improve the aesthetic environment of the district by encouraging the establishment of appropriate development criteria.

## Policies

The Reseda-West Van Nuys District Plan has been designed to accommodate the anticipated growth in population and employment of the district to the year 2005. The Plan does not seek to promote nor hinder growth; rather it accepts the likelihood that growth will take place for which provision must be made.

This plan is designed within the framework of the Concept for the City of Los Angeles General Plan. The Concept stresses the preservation of open space and low density single-family residential areas, and the development of Centers containing concentrations of commercial and residential development tied together by the highway and freeway system and a rapid transit network. It is proposed that rapid transit eventually serve Reseda.

To preserve the low density residential character of the area, and to bolster commercial enterprises new multiple residential and commercial growth should be promoted near the Reseda Business District and discouraged elsewhere.

## LAND USE

### Commerce

Standards and Criteria:

The commercial lands designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 2005, as computed by the following standards:

- a. 1.7 acres per 1,000 residents for commercial and related parking uses for neighborhood or convenience type commercial areas; sites to have areas of 2 to 10 acres.
- b. 0.7 acres per 1,000 residents for commercial and related parking uses for community shopping and business districts including service uses and specialized commercial uses, sites to have areas of 10 to 30 acres.

Commercial structures should be limited to six stories or 75 feet in height to insure maximum compatibility with adjoining residential uses, except near the intersection of Reseda Boulevard and Sherman Way where the limit is 10 stories or 100 feet in height.

The environment of the Reseda Business District should satisfy the physical and psychological needs of employees, shoppers, and visitors. Future development should be

guided by special standards and criteria. Where determined by economic, visual and traffic analyses, highway oriented commercial areas should be deepened to enhance efficiency, utility and appearance. Where such areas are not needed they should be redesignated for other uses.

In general, off-street parking should be provided at a ratio of not less than 3 square feet for each square foot of commercial floor area for each community, and neighborhood shopping area and at a ratio of not less than 2 square feet for each square foot of floor area for all other commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of a solid wall and/or landscaped setback.

Features:

The 1983 supply of neighborhood shopping centers is more than adequate to serve the future needs of the community. These facilities are located to provide retail services convenient to residents.

The Plan provides approximately 430 acres of commercial and related parking uses. Additional off-street parking is shown for development fronting on Reseda Boulevard.

The Reseda Business District should continue to meet needs of the district's residents. Two major factors are suggested to bolster the competitive position of this area: high medium and medium density apartments, specialization of commercial services, and increasing the height limit to 10 stories or 100 feet in the central area.

These activities are proposed to occur as soon as practical. When rapid transit comes, it should serve to enhance the competitive position of the Business District. Development controls will be necessary in the area to guarantee proper land use arrangements.

In the Business District much of the land shown as community commercial served district retail needs in 1983, particularly that portion along Sherman Way between Wilbur and Lindley Avenues. It should continue to do so. Here the Plan foresees an intensification of facilities, in some instances, onto land presently used for parking. Also envisioned are improved traffic circulation, better designed parking areas and improvement of access to stores from parking areas.

Important to the competitive stability of this area is a concerted effort on the part of merchants to attract and foster those businesses which will best serve the district's needs.

### Housing

Standards and Criteria:

Property in residential zones permitting densities other than those designated on the Plan shall be reclassified to more appropriate zones.

The residential densities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. No increase in density shall be effected by zone change unless it is determined that the



local streets and major and secondary highways serving, and in the area of, the property involved are adequate to serve the traffic generated.

Apartments should be provided with adequate open space and usable recreation area. In housing for the elderly, provisions should be made for passive recreation, and other features such as ramps in addition to stairs, etc.

In single-family residential areas local streets patterns designed to discourage through traffic should be encouraged wherever practical.

#### Features:

It is the intent of the Plan to maintain the image of the Reseda-West Van Nuys District as a desirable residential area, preserving as much single-family housing as possible. The bulk of the District will remain designated for low density residential use.

Medium density residential apartments are proposed near the Business District. Multiple residential housing in proximity to commercial development will permit easy access for residents to needed services. Many of these services will be within walking distance. The larger residential structures are proposed close to Reseda Boulevard.

Multiple-family housing elsewhere will exist primarily as low medium density garden apartments and townhouses. Landscaping and buffers will protect single-family residences.

The district is expected to have approximately 94,000 residents by 2005, an increase of 4,000 from the 1980 population of 90,000 persons. The Plan provides a residential capacity for about 124,850 persons, approximately 30% in excess of the projected 2005 population. Provision should be made to meet the needs of moderate- and low-income families for standard housing.

The residential uses have been divided into the following categories and proportions:

Residential Categories	Dwelling units Per Gross Acre*	Persons Per Gross Acre	Gross Acres*	% of Resid. Land	Pop. Capacity	% of Pop. Capacity
Very Low Density	1+ to 3	4-12	200	4	1,190	1
Low Density	3+ to 7	16-20	4,430	82	76,970	62
Low Medium Density I	7+ to 12	20-32	110	2	3,080	2
Low Medium Density II	12+ to 24	32-75	340	6	17,840	14
Medium Density	24+ to 60	50-100	290	5	21,250	17
High Medium Density	40+ to 60	80-120	50	1	4,520	4
			5,420	100	124,850	100

\*Gross acreage includes streets

## Industry

#### Standards and Criteria:

Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Site plans for new industrial development should be approved giving particular attention to landscaping, buffer strips, off-street parking, and other site design matters.

Off-street parking may be located at the peripheries of industrial sites to serve as buffers, and should be separated from adjacent non-industrial uses by walls, and/or landscaping or similar treatment.

#### Features:

The Plan designates 650 acres of land for industrial uses. Most of the acreage is concentrated in proximity to the Van Nuys Airport.

Industrial acreage shown on the Plan should be protected from intrusion by non-industrial uses.

The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the low density, residential character of the West San Fernando Valley.

## CIRCULATION

### Highways

#### Standards and Criteria:

Highways, freeways, collector and local streets shall be developed in accordance with the Highways and Freeways Element of the General Plan, and the approved Standard Street Dimensions.

Streets, highways, freeways and the rapid transit right-of-way when developed, should be designed and improved to be compatible with adjacent development. Adequate highway improvements shall be assured prior to approval of zoning permitting intensification of land use in order to avoid congestion and assure proper development.

#### Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. The Plan also features a system of collector streets to assist traffic flow toward and from major and secondary highways.

## TRANSIT

Study the development of a transit link from Reseda Central Business District to nearest mass transit center.

## SERVICE SYSTEMS

#### Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with citywide standards for site, area, design, and location, as expressed in the various Service Systems elements of the General Plan. Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

Three standard types of recreation sites are proposed as follows:

**Neighborhood** - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 5 acres. These sites should be designated at 1 mile intervals in residential neighborhoods. They will provide active recreational facilities for younger children as well as passive recreational facilities.

**Community Parks** - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 15 acres. These sites should be located at 3 mile intervals, and may serve several neighborhoods. Such a park is designated to serve residents of all ages with a much wider interest range than do neighborhood parks.

**Regional** - These facilities provide specialized recreational activities such as golf courses, tennis courts, campgrounds and museums which normally serve persons living throughout the City.

Zone changes permitting the intensification of land use should not be approved prior to development of adequate public service facilities. In both neighborhood and community recreation sites provisions should be made for the passive recreational activities of the elderly.

**Features:**  
**Recreation -**

The Plan proposes nine new neighborhood and one additional community recreation site.

In addition, the Plan proposes utilization of flood control channels and power line rights-of-way for recreational or open space purposes. The Plan map indicates a linear park and open space corridor as a connecting link between Cleveland High School, Reseda Park and the Sepulveda Recreation Basin. This might be an excellent location for a bicycle trail. Equestrian trails should be developed along flood control channels where feasible.

The Sepulveda Dam Recreational Area (a regional facility), provides an additional 2,000 acres of recreation and park land readily accessible to residents.

**Schools -**

The Public Schools element of the General Plan indicates that three high schools, two junior high schools and 14 elementary schools are adequate to serve general community needs.

The Plan proposes a dual use of school sites for recreational purposes by opening the recreation areas of schools to the public after hours and on weekends.

**Van Nuys Airport -**

The Plan proposes the continued use of Van Nuys Airport as a hub of general aviation activities in the Southern California area. General aviation activities include both private flying and corporate aircraft use of the field.

By policy, the Airport is limited to commercial aviation in the form of third level carriers and air taxi operators in the less than 12,500 pound category as defined by FAA Air Regulations. An airport hotel is located on the 5-acre site on the corner of Sherman Way and Valjean Avenue.

All development in connection with the Van Nuys Airport should be accomplished under conditional use procedures.

**West Valley Administrative Center -**

The West Valley Administrative Center occupies the

westerly half of a 20 acre site on Vanowen Street between Vanalden Avenue and Wilbur Avenue. Facilities in this City-owned property include the West Valley Municipal Building, the West Valley Regional Branch Library, and the West Valley Division Police Station. Adequate parking facilities are available, with more than 420 spaces in two separate lots. All of these facilities might be expanded to accommodate increasing demands for governmental services in the area.

**Other -**

The plan proposes retention of the three existing fire stations in the District. No additional stations are proposed in the Plan area.

A Cultural Arts Center is proposed in the Sepulveda Recreation area near Balboa Boulevard and Victory Boulevard.

A theater for the performing arts with normal accessory uses is recommended within the plan area.

## Programs

These programs establish a framework for guiding development of the Reseda-West Van Nuys District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

## PUBLIC IMPROVEMENTS

### Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following should continue or be initiated:

- a. Development of the highway and street system in conformance with City's Five-Year Capital Program.
- b. Planning and development of the public transportation system for the District by the Southern California Rapid Transit District, Los Angeles County Transportation Commission and other concerned agencies.
- c. Studies to determine improvement of traffic circulation throughout the Central Business District particularly along the Sherman Way.

### Recreation and Parks

Park improvements should be continued in order to provide for needed recreation facilities. Also, a concerted program should be established for the multi-purpose use of open space along freeways and on public properties of other public agencies where feasible. Priority should be given to:

- a. Development of recreational facilities in the Sepulveda Dam Recreational Areas.
- b. Establishing a system of combined school playground facilities and neighborhood parks.



- c. Acceleration of the expansion and improvement of needed parks throughout the District.
- d. Use of flood control channels and power line rights-of-way for recreational purposes.

#### **Other Public Facilities**

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services at all times.

### **PRIVATE PARTICIPATION**

#### **Reseda Business District**

The Mayor's office of Economic Development, the Reseda Chamber of Commerce and the Reseda Revitalization Corporation ( a non-profit citizens group ) set forth the following goals and are continuing to work toward their implementation:

1. Stimulate new development.
2. Create a healthy climate for growth and development.
3. Replace aging and fully depreciated buildings and rehabilitate serviceable commercial space.
4. Attract new businesses and chain stores to Reseda as well as additional specialty stores.
5. Increase affordable office space.
6. Maintain ample ratio of parking to usable commercial space.
7. Encourage possible mixed use; that is retail with office or residential on upper floors.

It is the purpose of this plan to allow proper zoning considerations for this desired growth.

#### **West Van Nuys Industrial Area**

Actions are encouraged to promote an attractive yet functional environment within the industrial areas surrounding the Van Nuys Airport. In particular, loss of acreage from within this area to non-industrial uses should be prevented.

### **FUTURE STUDIES**

In order to promote the revitalization and redevelopment of the Reseda Commercial Center, the District Plan authorizes the development of a Specific Plan. The following policies are hereby established to guide the development of the Specific Plan.

#### **Boundaries:**

The Plan area shall include all properties designated for commercial development on the District Plan and adjacent properties designated for industrial and medium residential development generally along Sherman Way between Wilbur and Lindley Avenues and along Reseda Boulevard between Kittridge and Satcoy Streets.

#### **Aesthetics and Design:**

In order to improve the visual environment of the Reseda-Central Business District, the following measures shall be considered for inclusion in the Plan:

- a) modification of building facades by sign removal and use of recommended colors to achieve a unified background of buildings.
- b) design review
- c) landscaping requirements, setbacks and buffering between commercial and residential uses.
- d) development should be oriented toward Reseda Boulevard and Sherman Way frontages.

#### **Building Height and Bulk:**

A reduction in the permitted height and bulk of buildings in the Central Business District shall be considered for inclusion in the Specific Plan.

#### **Revitalization:**

To encourage the introduction of new business into the business district, especially office development, the following programs shall be considered:

- a) language to encourage consolidation of parcels.
- b) encourage land use proposals that support implementation of the centers concept.
- c) explore all grant and loan programs for which Reseda might qualify.
- d) encourage financial institutions, foundations and corporations to invest with developers and to leverage money in a partnership with non-profit organizations such as the Reseda Revitalization Corporation.
- e) public investment in street and sidewalk modifications and in street furniture, signs and in new planting.
- f) continue to advocate that a new civil court house be located in the business district as a catalyst for further development.

### **CODE COMPLIANCE**

Consider amending the Code Compliance Program administered by the Department of Building and Safety to include portions of this local area. A code enforcement program should be established in deteriorated areas where needed.

### **LEGISLATIVE PROVISIONS**

The Municipal Code and other legislation are continually being reviewed and amended. The following studies, possibly leading to amendments, are suggested to aid in

the implementation of this Plan. Many of the items below are currently under study and may be developed in the future.

**Townhouse Zoning** - Develop a special zone providing for attached single-family housing suitable for use in low-medium density residential areas.

**Design** - Make provision for improved site design standards or the requirement of site plan review. Included should be provisions for soundproofing and recreation space in apartment developments and where practical service or frontage roads.

**Sign** - Strengthen billboard and commercial sign controls.

**Buffer Strip Zoning** - Separate incompatible uses from one another (particularly residential from commercial, industrial and freeways) by some form of buffering, preferably by an open space which could also provide recreational uses.

**Highway-Oriented Commercial Zoning** - Develop a new zone which will insure off-street parking facilities and/or drive-through capabilities, for certain commercial activities on major and secondary highways where it will not impede traffic flow.

**Incentive Zoning Concepts** - Provide incentives for private developers to encourage the achievement of planning objectives surpassing minimum requirements.

**Industrial Parks** - Develop special regulations and requirements for industrial developments including requirements for landscaped setbacks.

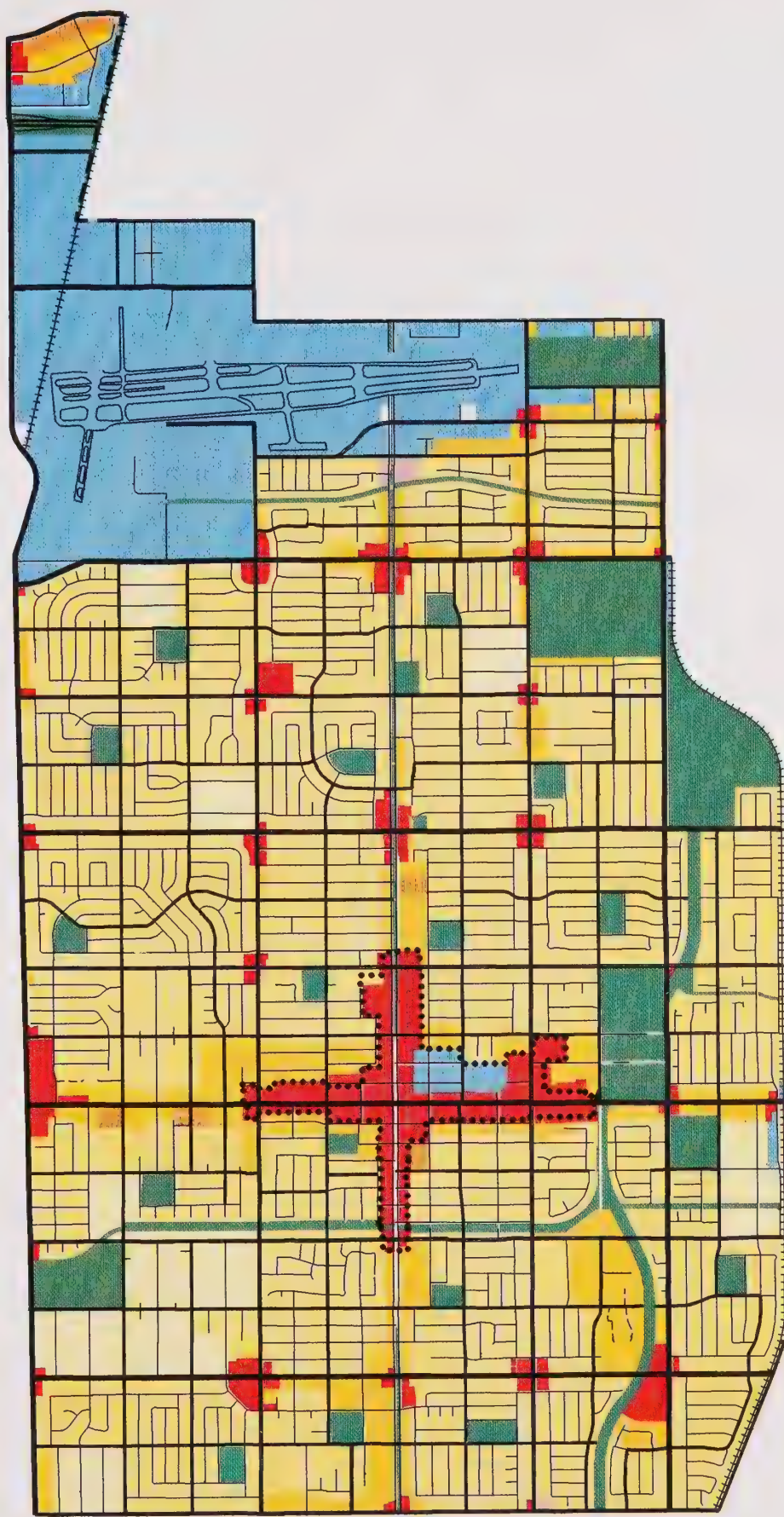
**Public Schools** - Develop a new zone for educational purposes that ensures school sites be used for educational and/or recreational uses.

## ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. It is the intent of the City to initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for commercial and multiple residential areas proposed by the Plan as a proven need arises, to be phased so the density of development will be kept in balance with the availability of street capacity and service systems.





..... For details see Specific Plan



NOT TO SCALE

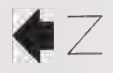
# RESEDA - WEST VAN NUYS GENERALIZED LAND USE



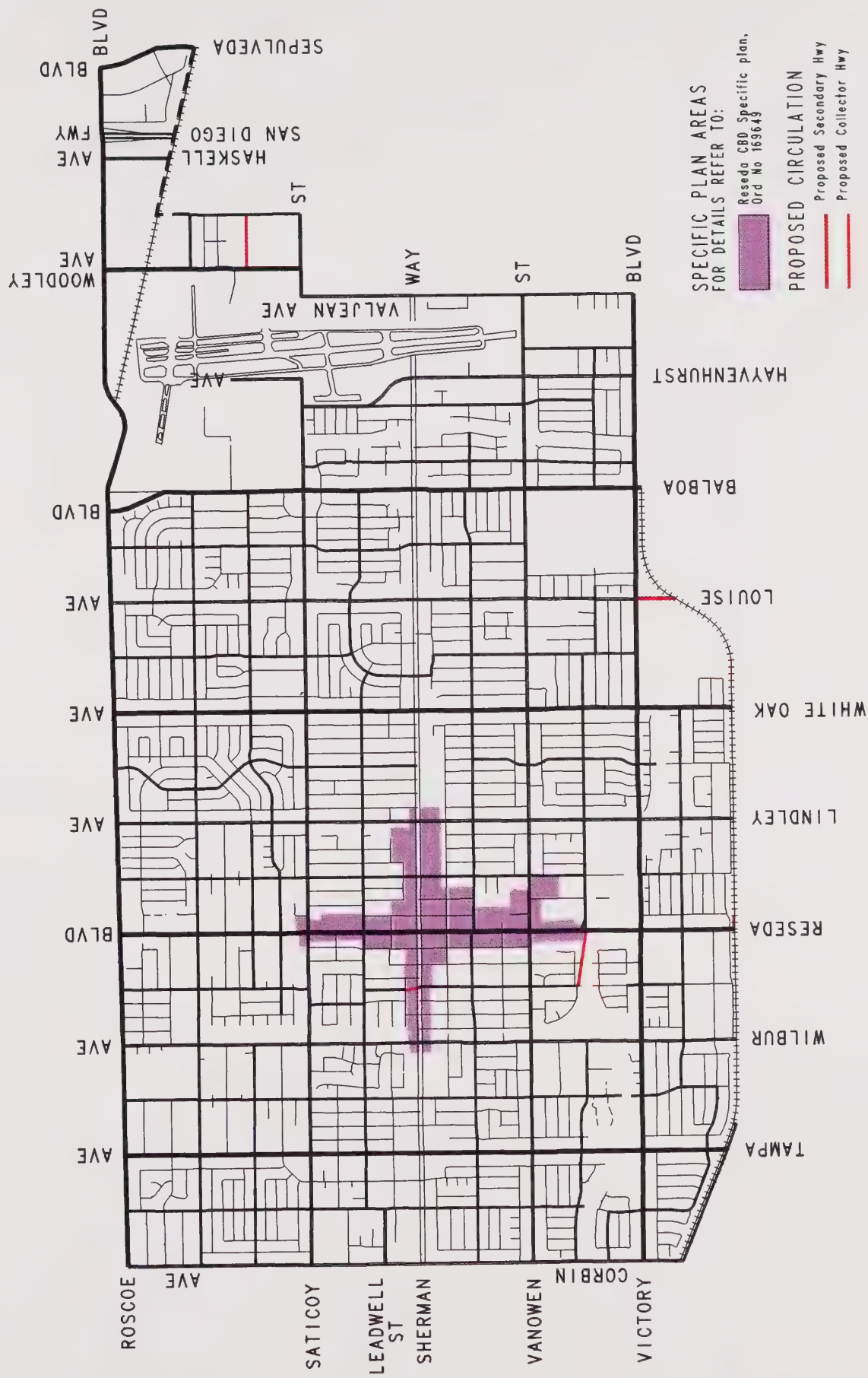


# RESEDA - WEST VAN NUYS GENERALIZED CIRCULATION

NOT TO SCALE

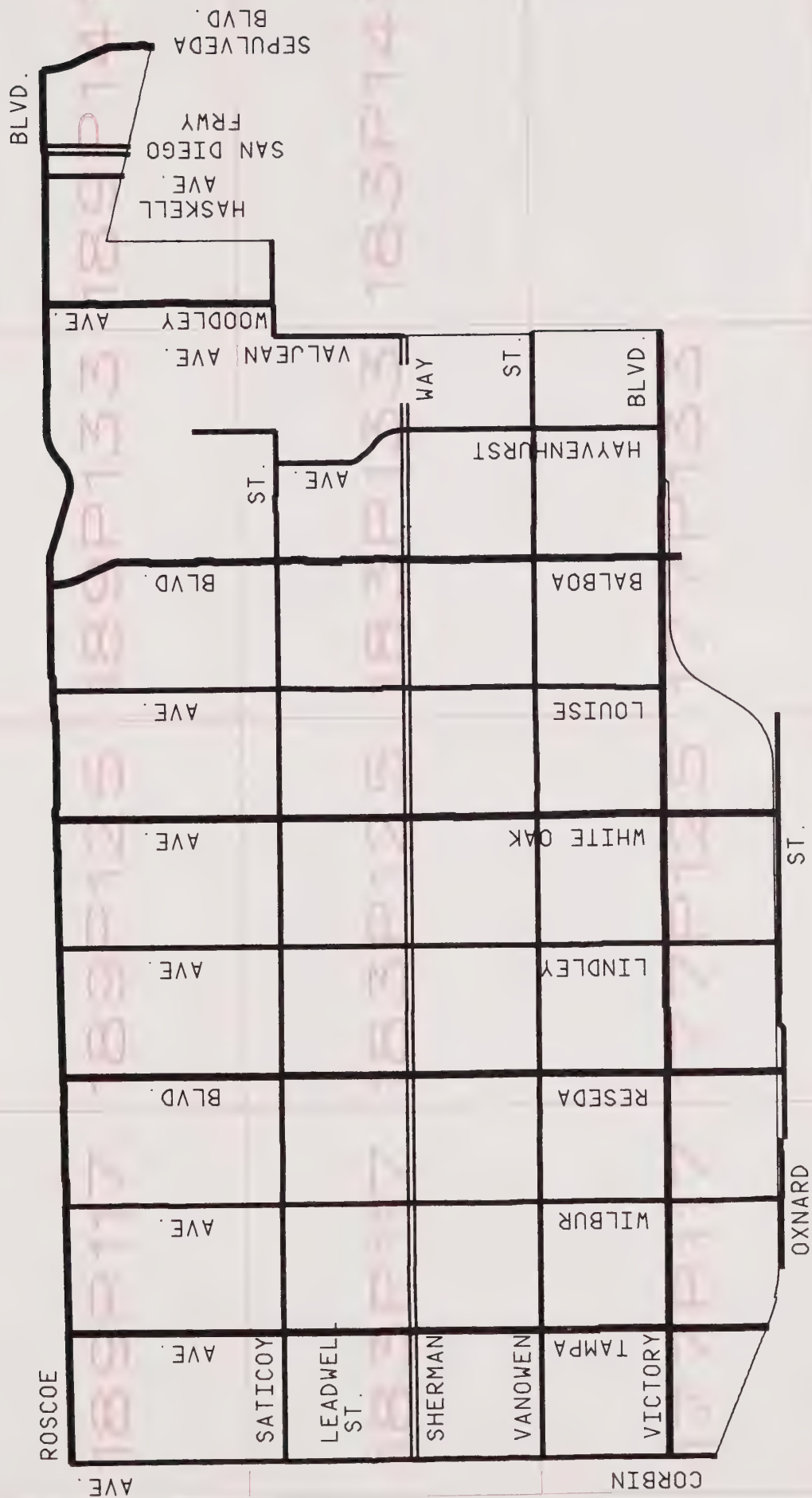


03/92









NOT TO SCALE  
REV. 4/89

RESEDA INDEX MAP





NORTHBRIDGE

BLVD.

ROSCOE

AVE.

AVE.

AVE.

AVE.

AVE.

AVE.

STRATHERN

INGOMAR

SHIRLEY

TAMPA

WALDEN

WILBUR

YOLANDA

SH

SH

CANOGA PARK-WINETKA-WOODLAND HILLS

SEE MAP 189P125





NORTHBRIDGE

BLVD.

ROSCOE



SEE MAP 189P133

SEE MAP 189P117

189-125

SEE MAP 183P125

REV. 4/89 - RE

189-129



(

(

MISSION HILLS



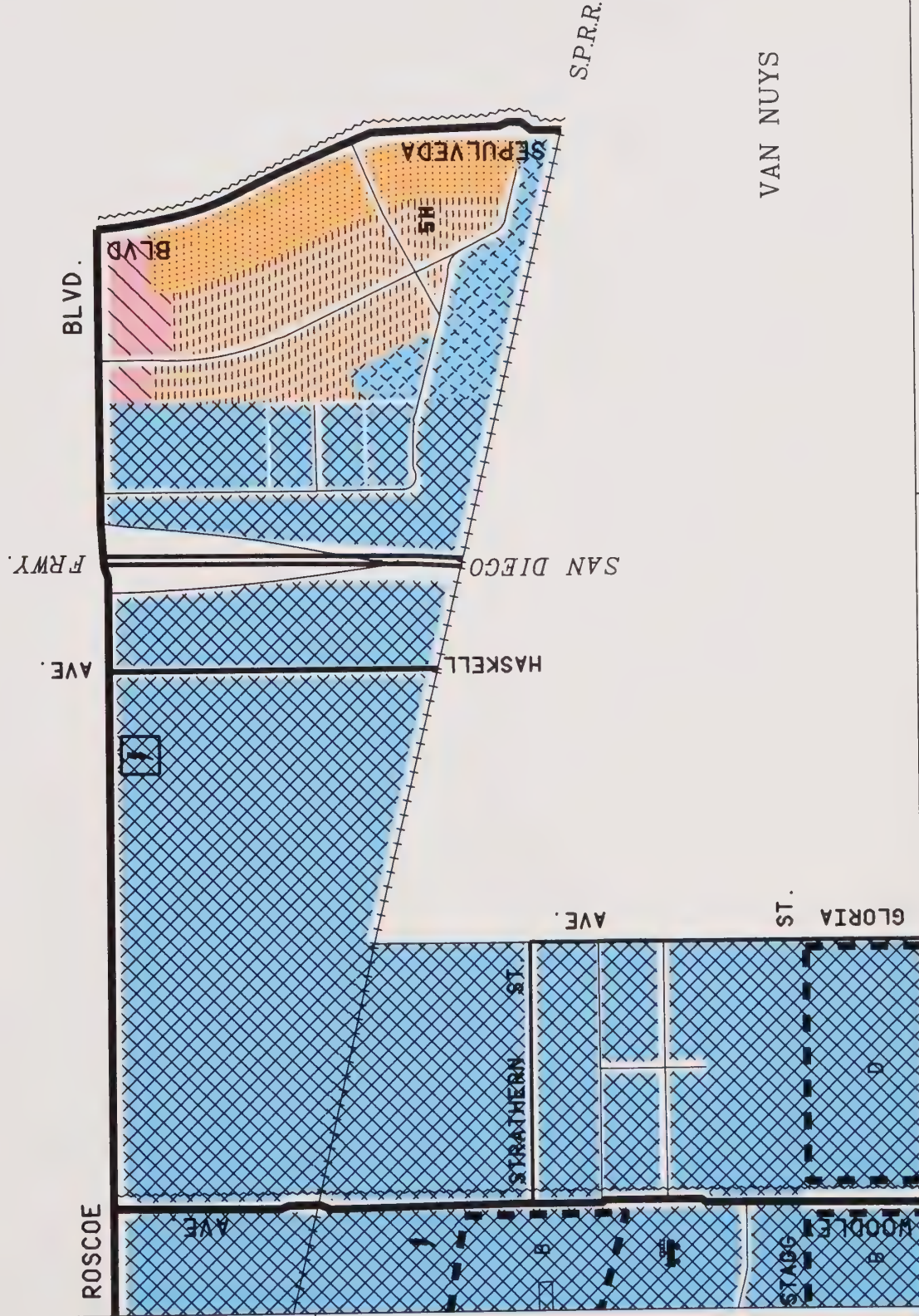
SEE MAP 189P125

SEE MAP 189P141





MISSION HILLS



SEE MAP 189P133

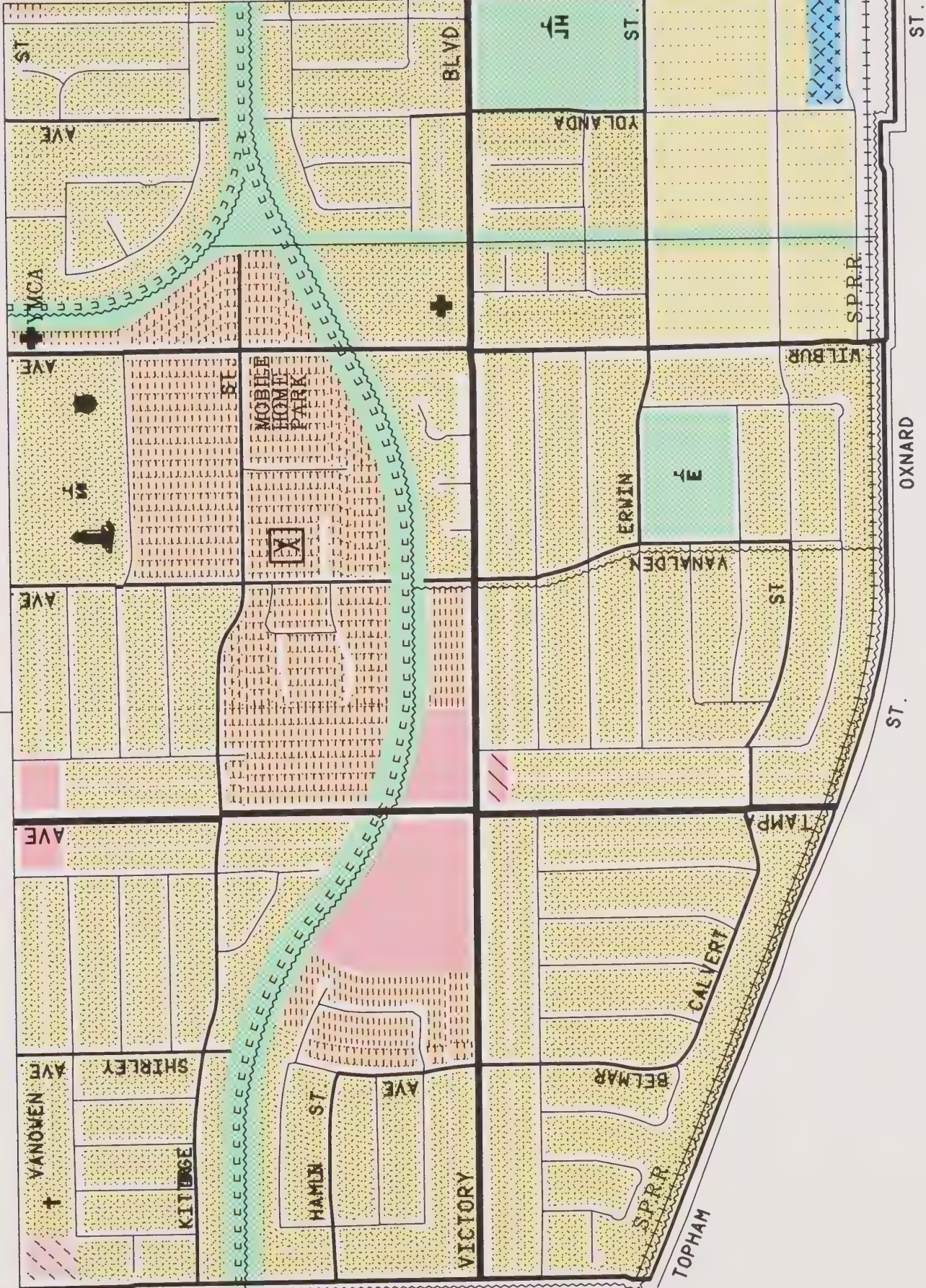




CANOGA PARK-WINNETKA-  
WOODLAND HILLS

CORBIN

RAPID TRANSIT  
STUDY ROUTE



ENCINO-TARZANA





# CANOGA PARK-WINETKA-WOODLAND HILLS

RAPID TRANSIT  
STUDY ROUTE

CORBIN

AVE.

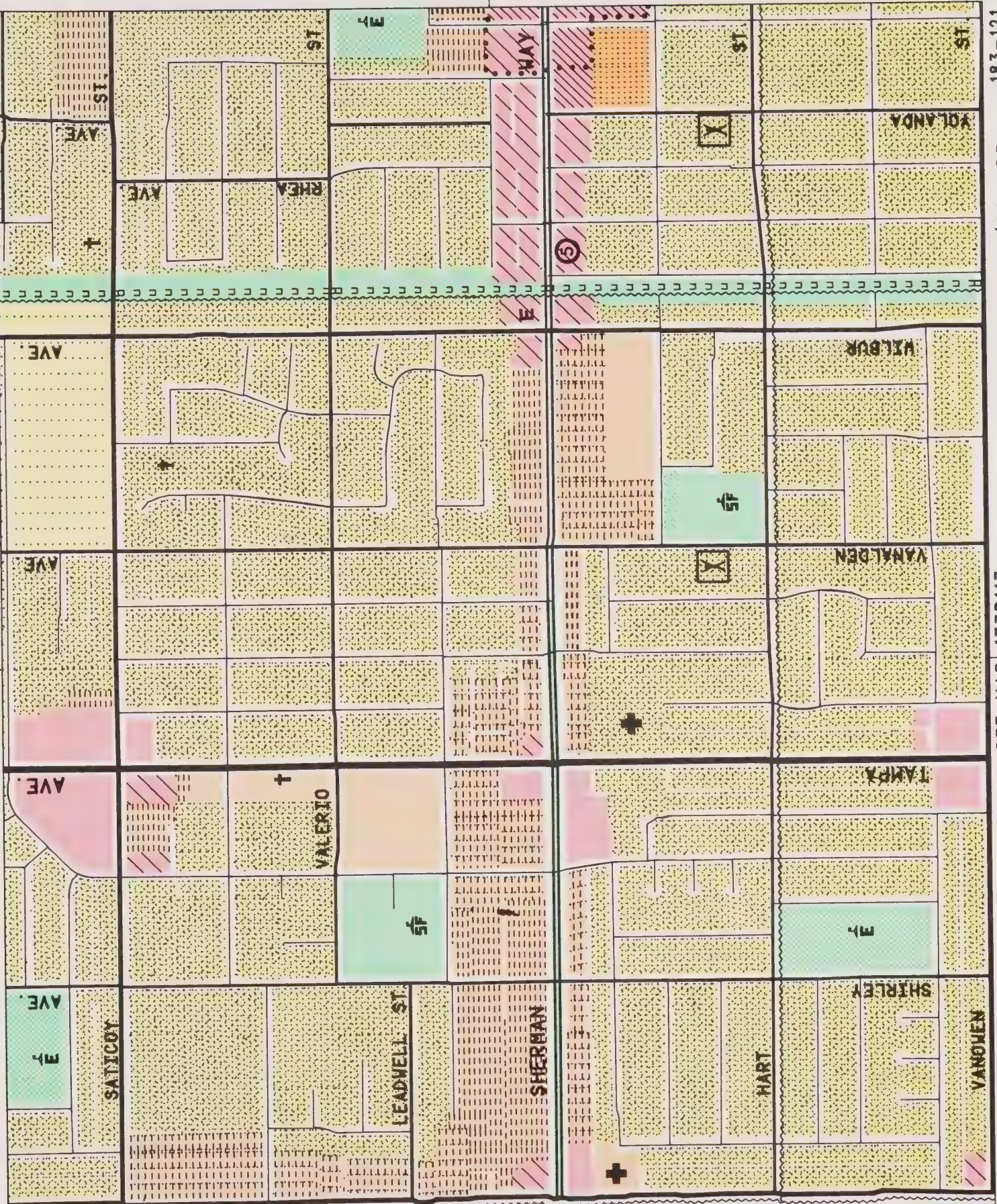
186-117

SEE MAP 189P117

183P117

186-121

SEE MAP 183P125



183-117

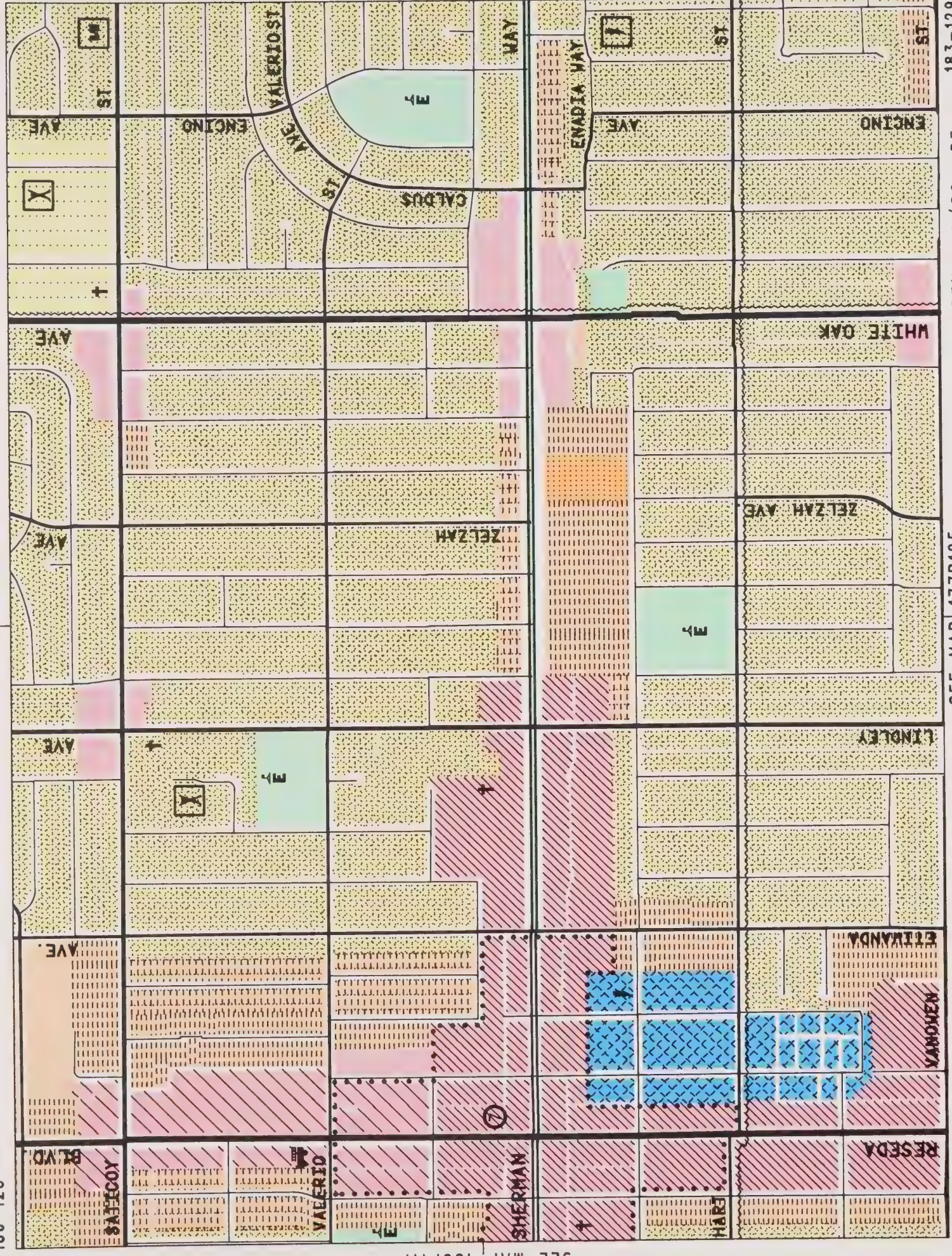
SEE MAP 177P117

REV. 4/89 -RE

183-121









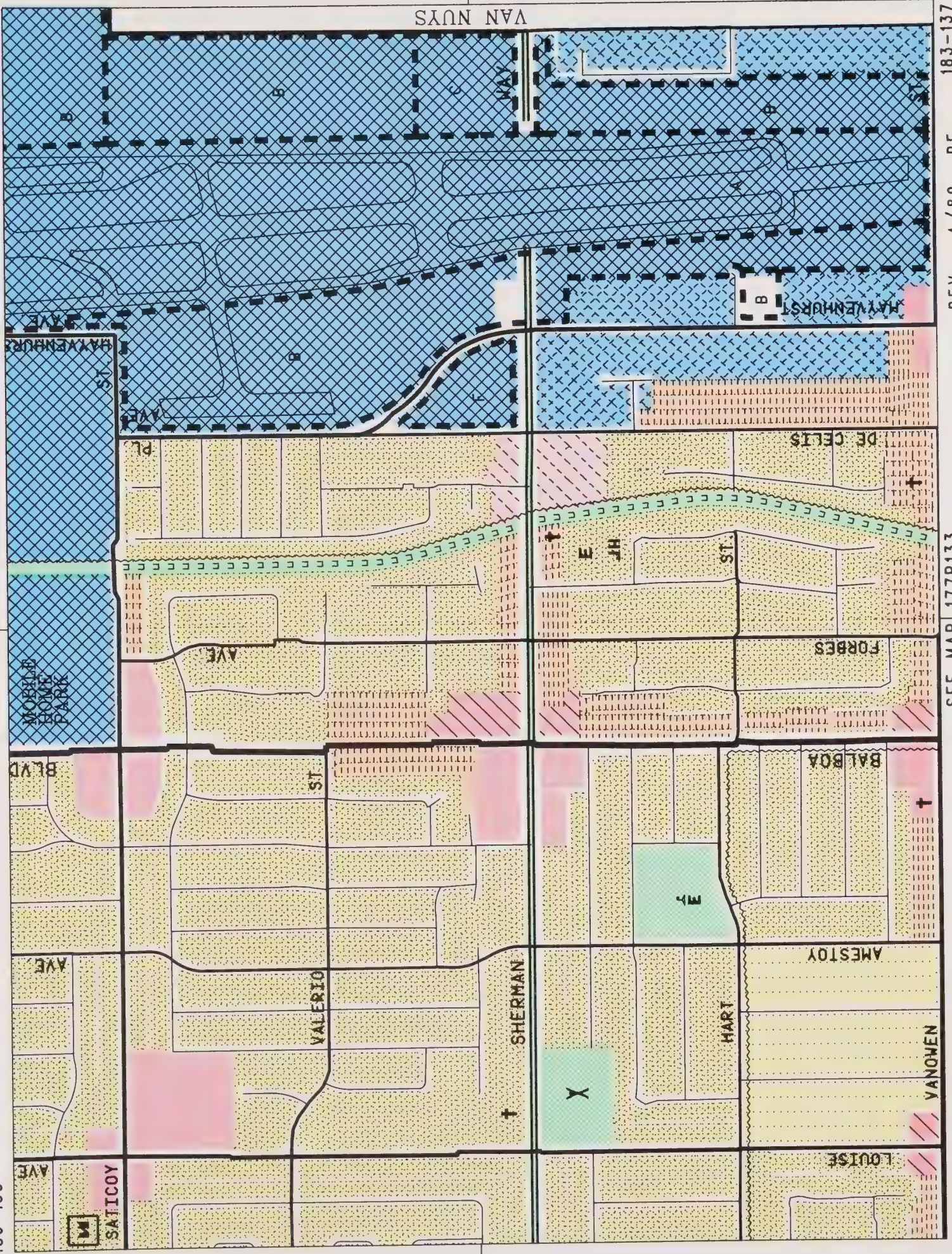


SEE MAP 183P141

SEE MAP 189P133

183P133

186-137



183-133

SEE MAP 177P133

REV. 4/89 -RE

183-137



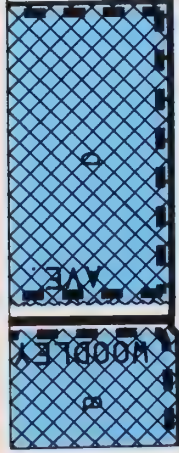


183P141

SEE MAP 189P141

186-145

186-141



SATICOY

ST.

GLORIA  
AVE.

SEE MAP 183P133

↓ ↓ ↓  
RAPID TRANSIT  
STUDY ROUTE

VAN NUYS

183-141

REV. 4/89 -RE

183-145





CANOGA PARK-WINNETKA-  
WOODLAND HILLS

CORBIN

RAPID  
STUDY  
TRANSIT  
ROUTE



ENCINO-TARZANA



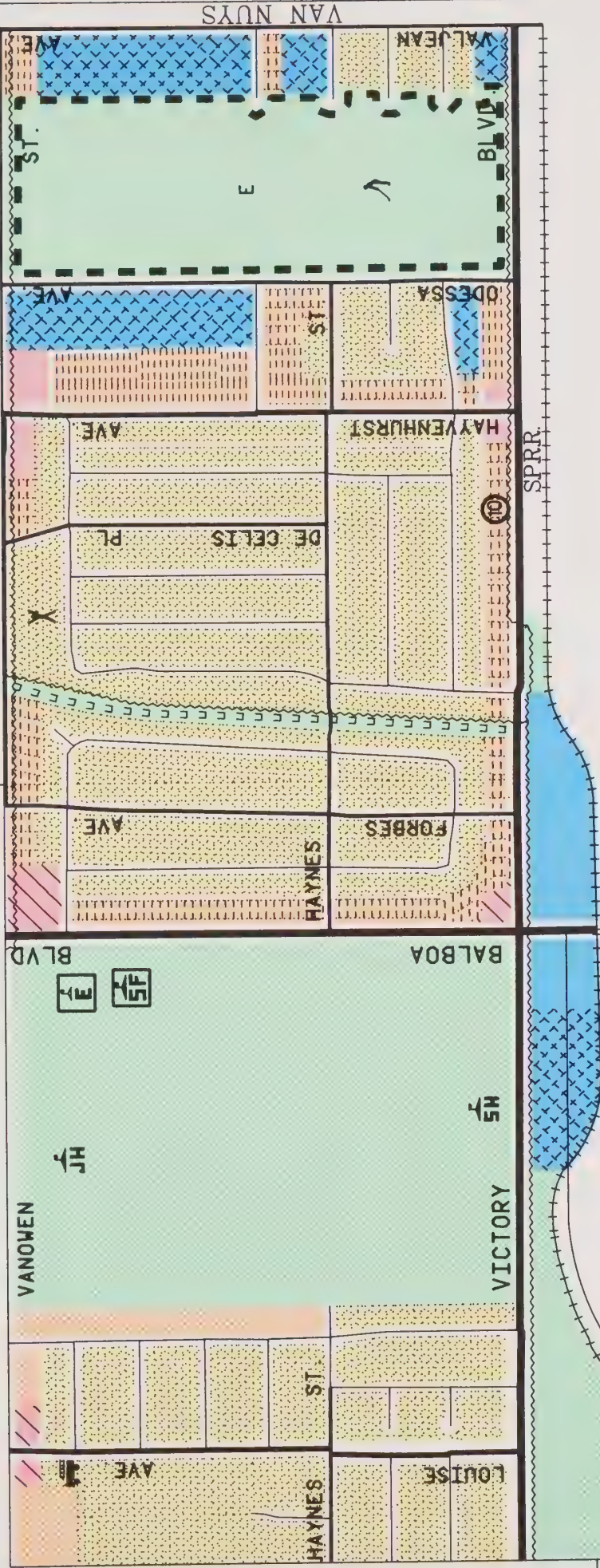








SEE MAP 183P133



SEE MAP 177P125

RAPID TRANSIT  
STUDY ROUTE







NOTES

1.

Boxed symbol indicates proposed facility in generalized locations.
2.

Except in the Reseda Central Business District all highway oriented commercial areas are shown as existing in 1971 and should not be expanded.
3.

Gross acreage including abutting streets.
4.

RD6 zone permits town houses and apartments.
5.

Height limit - 3 stories.
6.

Height limit - 6 stories.
7.

Height limit - 10 stories.
8.

The land uses indicated for the Van Nuys Airport are explained as follows:

A.

Runway area

B.

Service area

C.

Hotel, restaurant, accessory commercial uses

D.

Airport buffer area

E.

Approach area

F.

Restricted commercial and industrial with buffering and access restrictions or buffer area.
9.

When the use of property designated as “open space” (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-maker through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the intent and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
10.

With respect to the property located on the north side of Victory Boulevard between a point 825 feet west of Hayvenhurst Boulevard and a point 125 feet west of Hayvenhurst Boulevard, this Plan contemplates that the existing development, consisting of 174 dwelling units and three dwelling units used for rental property management office space, may continue to be maintained under the terms and conditions of Zone Variance Case No. AZ 86-0172 ZV and may be reconstructed in the event of accidental destruction, and that the office space may be converted into not more than three dwelling units, but that upon the abandonment of such existing development, the property may thereafter be used only for the uses and at the density permitted under the Low Medium II designation.

RESIDENTIAL

LOW DENSITY

VERY LOW

LOW

COMMERCIAL

LIMITED<sup>5</sup>

HIGHWAY<sup>2,5</sup>  
ORIENTED

NEIGHBORHOOD<sup>5</sup>  
& OFFICE

COMMUNITY<sup>6</sup>

OPEN SPACE,PUBLIC/  
QUASI-PUBLIC

OPEN SPACE<sup>9</sup>

CORRESPONDING ZONES

RE20,RA,  
RE115,RE11

RE9,RS,4  
R1,RD6

MULTIPLE FAMILY ZONES

LOW MEDIUM I

LOW MEDIUM II

MEDIUM

HIGH MEDIUM

CORRESPONDING ZONES

RD5,RD4,RD3,R2

RD2,RD1.5

R3

R4

CIRCULATION

Freeway

Divided Major Highway

Major Highway

Secondary Highway

Collector Street

Local Street

Railroad

Equestrian Trail

SPECIAL BOUNDARY

Specific Plan

Airport Use Boundary

SERVICE SYSTEMS

OTHER FACILITIES

Police Station

Fire Station

Community Library

Regional Library

Power Distribution Station

Administrative Center/  
City Hall

Health Center

Church/Synagogue

Cultural/Historical Site

INDUSTRIAL

COMMERCIAL MANUFACTURING

LIMITED

LIGHT

COMMERCIAL

CR,C1,P

C1,C2,CR,P

C1,C2,CR,P

C2,C4,CR,  
P,PB

CM,P

MR1,M1,P

MR2,M2,P

ADMINISTRATIVE BOUNDARY

Community Boundary

SCHOOL SITES

Public Elementary School

Public Junior High

Public Senior High

Special School Facility

Private School

NOTES:

Proposed<sup>1</sup>

RECREATIONAL SITES

Neighborhood Park

Community Park

Regional Park

Golf Course - Private

RESEDA-WEST VAN NUYS DISTRICT PLAN REV. 4/89

SCALE: 1 in = 800 ft



# SUMMARY OF LAND USE

## LAND USE

### HOUSING

Density	Dwelling Units <sup>3</sup> Per Gross Acre	Corresponding Zones	Single-Family Housing	
Very Low	1+ to 3	RE20,RA,RE15,RE11	Total Acres % of Total Area Dwelling Unit Capacity Population Capacity	4, 630 56 28, 830 78, 160
Low	3+ to 7	RE9,RS,R1,RD6 <sup>4</sup>		
Low-Medium I Low-Medium II	7+ to 12 12+ to 24	RD5,RD4,RD3,R2 RD2,RD1.5	Multiple Family Housing Total Acres % of Total Area Dwelling Unit Capacity Population Capacity	790 10 28, 940 46, 690
Medium	24+ to 40	R3		Total Housing Total Acres % of Total Area Dwelling Unit Capacity Population Capacity
High Medium	40+ to 60	R4		5, 420 66 57, 770 124, 850

### COMMERCE

Limited <sup>5</sup>		CR,C1,P	Total Acres	10	
Highway Oriented <sup>2,5</sup>		C1, C2, CR, P	Total Acres	110	Total Commerce Total Acres % of Total Area
Neighborhood & Office <sup>5</sup>		C1,C2,CR,P	Total Acres	150	430 5
Community <sup>6</sup>		C2,C4,CR,P,PB	Total Acres	160	

### INDUSTRY

Commercial Manufacturing		CM,P	Total Acres	20	Total Industry Total Acres % of Total Area
Limited		MR1,M1,P	Total Acres	180	650 8
Light		MR2,M2,P	Total Acres	450	

### OPEN SPACE

Open Space <sup>9</sup>			Total Acres	1, 710	Total Open Space Total Acres % of Total Area
					1, 710 21

TOTAL ACRES OF DISTRICT

8, 210











## TABLE OF CONTENTS

### **Reseda Central Business District Specific Plan**

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

230MISC(010296)



## Part 1

### RESEDA CENTRAL BUSINESS DISTRICT SPECIFIC PLAN

Ordinance No. 169,649  
Effective April 2, 1994

#### SUMMARY OF PROVISIONS

##### Affected Projects

Any new structure, addition to or extensive remodel of existing structure, remodel of exterior walls, or change of use.

##### Land Use

- ° In commercial areas, C2 Zone uses permitted, with exceptions.
- ° New auto-related uses and expansions require conditional use approval when cumulative total of auto-related uses exceeds 20% of all businesses.
- ° In Pedestrian Oriented District (POD), prohibited uses include car wash, auto repair and mini-malls.
- ° Facades of commercial projects adjacent to and within 50 feet of properties designated for single-family use shall have no openings or balconies, except windows, above a height of 20 feet.
- ° In industrial areas, M1 Zone uses permitted, with exceptions.
- ° Mixed commercial/residential use development prohibited.

##### Height

Maximum overall height limited to 45 feet (inclusive of signage); 30 feet for parking buildings.

##### Pedestrian Oriented District (POD)

- ° Blank walls in excess of 10 feet in length fronting on pedestrian-oriented street are not permitted.
- ° At least 75% of ground floor frontage adjacent to pedestrian-oriented streets shall feature pedestrian-oriented features.
- ° Lots 60 or more feet in width shall have at least 50% of ground floor frontage in pedestrian-oriented uses.
- ° Building frontage shall be differentiated by architectural details.
- ° Delivery areas for commercial development shall be located at the rear parking area when possible.

- ° New driveway access shall be prohibited from Reseda Boulevard and Sherman Way where alternate access is possible.
- ° Openings in excess of 12 feet between buildings are prohibited except where required for entrance to parking.
- ° Commercial projects shall provide street-front entrance.

##### Landscape

- ° Five percent of lot area for a commercial project shall be landscaped, not including landscaped parking areas and required landscaped buffer.
- ° A 15-foot landscaped buffer is required for commercial development adjacent to single-family residentially-designated properties.

##### Parking

- ° Surface parking projects adjoining a pedestrian-oriented street shall be screened by a 3-1/2 foot wall, setback from the public right-of-way by a 5-foot landscaped area.
- ° Landscape of surface parking projects shall include 24-inch box shade trees at a ratio of 1 tree for each 4 parking spaces.
- ° Parking buildings shall be no more than one level above ground-level surface parking, with no external wall opening nor open driveway ramps to the upper level on the side of the building facing residentially-zoned property, nor shall there be vents or fans adjacent to or facing a residential area.
- ° Parking buildings shall be designed to substantially screen automobiles from public view.
- ° The facade of a parking building shall be similar in color, materials, and architectural detail to principal building.
- ° Parking building projects shall have a minimum 3-foot wide landscape area where adjacent to a public right-of-way.
- ° A 15-foot wide landscaped buffer shall be provided between a parking building and adjacent residentially-zoned properties.
- ° Parking buildings shall include plantings on the perimeter of upper level.

##### Street Trees

- ° Shade trees shall be planted at a ratio of at least 1 tree for each 24 lineal feet of street frontage.



- ° Fruitless pear and tulip trees shall be planted along Sherman Way and Reseda Boulevard respectively.

#### **Trash Enclosures**

Open areas for the storage of trash shall be covered, and located and buffered in accordance with standards specified.

#### **Signs**

- ° Off-site signs are prohibited.
- ° Holiday signs and temporary, paper and banner signs are regulated.
- ° Within the POD, window and wall signs are permitted.
- ° Outside the POD, pole signs are permitted at one per building and projecting signs are permitted as specified.
- ° Wall signs are limited to one for each building frontage.
- ° Window signs shall be prepared by professional artist.
- ° Nonconforming signs shall be removed within 5 years.
- ° Off-site commercial signs shall be removed when funding source for reimbursement is established.

#### **Lighting**

- ° Pedestrian-scale lighting is required along Sherman Way between Lindley and Wilbur Avenues and along Reseda Boulevard between Saticoy and Kittridge Streets.
- ° Rear parking areas shall be illuminated by security lights.
- ° Flood lighting and low-pressure sodium lighting are prohibited. Exterior lighting, with exceptions, shall be turned off at the end of business hours.

230RCBD1 (12-12-95)

Part 2

RESEDA CENTRAL BUSINESS DISTRICT  
SPECIFIC PLAN

Ordinance No. 169,649  
Effective April 2, 1994

SUBJECT INDEX

<u>SUBJECT</u>	<u>PAGE</u>
Access	4-3,4
Appeals	4-2
Auto-related uses	4-2,3
Blank walls	4-3
Building frontage	4-3
Definitions	4-2
Extensive Remodeling	4-2
Ground floor	4-3
Height	4-2,3
Landscape	4-4
Buffer	4-4
Commercial Projects	4-4
Irrigation	4-5
Parking areas, buildings	4-4
Plant materials	4-5
Trees, Street trees	4-4
Land Use	
Commercial	4-2,3
Industrial	4-3
Mixed commercial/residential use	4-2,3
Nonconforming	4-3
Lighting	4-6
Exterior	
Pedestrian scale	
Rear parking areas	
Street	
Owner Acknowledgement	4-6
Parking	
Building	4-4
Building adjacent to residential	4-5
Surface (See also Landscape)	4-4
Pedestrian Oriented District (POD)	4-2,3,4
Pedestrian Oriented Street	4-2,3
Pedestrian Oriented Use	4-2,3
Project, definition of	4-2
Purposes	4-1

<u>SUBJECT</u>	<u>PAGE</u>
Severability	4-6
Signs	
Amortization	4-5
Nonconforming	4-5
Off-site	4-5
Pedestrian Oriented District	4-5
Pole	4-5
Prohibited	4-5
Projecting	4-5
Temporary	4-5
Wall	4-5
Window	4-2,5
Specific Plan Exceptions	4-2
Street trees	4-4
Trash enclosures	4-5
Windows	4-3

230RCBD2 (010296)





Part 3

RESEDA CENTRAL BUSINESS DISTRICT  
SPECIFIC PLAN

Ordinance No. 169,649  
Effective April 2, 1994

ANNOTATED TABLE OF CONTENTS

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
<b>Zoning and Land Use</b>				Lots 60 or more ft. in width to have at least 50% of ground floor frontage in pedestrian oriented uses.	
Commercial	C2 Zones uses permitted, with exceptions.	5		Building frontage differentiated by architectural details.	
	When auto-related uses exceed 20% of businesses, new or expanded auto-related uses require conditional use approval.	5A		At least 75% of ground floor frontage adjacent to pedestrian oriented streets to include pedestrian oriented features.	
	In Pedestrian Oriented District (POD), prohibited uses include car wash, auto repair and mini-malls.			Delivery areas for commercial development located at the rear parking area when possible.	
Industrial	M1 Zone uses permitted, with exceptions.	5B		New driveway access prohibited from Reseda Boulevard and Sherman Way where alternate access is possible.	
General	Prohibited uses in C and M Zones apply to any change of use and extensive remodeling.	5C	<b>Landscape and Screening</b>	Openings in excess of 12 ft. between buildings are prohibited, except where required for entrance to parking.	
	Nonconforming use regulations.		Commercial Projects	Commercial projects shall provide street-front entrance.	
<b>General Provisions</b>		6			7
Uses	Mixed commercial/residential use development prohibited.	6A1		Landscaped areas - 5% of lot area (not including landscaped parking areas and required landscaped buffers).	7A
Commercial Projects Adjacent to Residential	Facades of commercial projects adjacent to and within 50 feet of property designated for single-family use shall have no openings or balconies, except windows, above a height of 20 feet.	6A2	Parking Lots and Buildings	15-ft. landscaped buffer required for commercial development adjacent to single-family residentially-designated properties.	
Height	45 feet (inclusive of signage); 30 feet for parking buildings	6B		Specifications for required 24-inch box trees.	
POD	Blank walls in excess of 10 ft. in length fronting on pedestrian-oriented street not permitted.	6C		Driveway access permitted across required landscape areas.	7B1
				Parking building projects to have a minimum 3-ft. wide landscaped area where adjacent to a public right-of-way.	7B2
				A minimum 15-ft. wide landscaped buffer provided between a parking building and adjacent residentially-zoned properties.	7B3

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
	Parking buildings to include plantings on perimeter of upper level.	7B4	Window Signs	Prepared by professional artist and not hand drawn.	8H
	Surface parking projects adjoining a pedestrian oriented street to be screened by a 3-1/2 ft. wall, and setback from public right-of-way by a 5-ft. landscaped area.	7B5	Amortization	Nonconforming signs removed within 5 years.	8I
	Surface parking landscaped to include one 24-inch box shade tree for each 4 surface parking spaces.	7B6	<b>Parking Buildings Adjacent to Residential</b>		9
Street Trees and Planting Requirements	One shade tree for each 24 lineal feet of street frontage.	7C1		Parking buildings not more than one level and restricted next to residential property.	9A
	Trees approved by the City.	7C2		Driveways and ramps to be broom-finished concrete.	
	Fruitless pear and tulip trees along Sherman Way and Reseda Boulevard respectively.	7C3		Parking buildings to screen automobiles from public view.	
Irrigation and Plant Materials	All landscaped areas equipped with an automatic sprinkler or drip irrigation system.	7D1		Facade to be similar in color, materials and architectural detail to principal building.	
	All plants drought-resistant.	7D2	<b>Lighting</b>		10
Trash Enclosures	Open areas for the storage of trash shall be covered, and located and buffered.	7E		Pedestrian scale lighting required on Sherman Way between Lindley and Wilbur Avenues and along Reseda Boulevard between Saticoy and Kittridge Streets.	10A,B
<b>Signs and Off-Site Signs</b>		8		Rear parking areas illuminated by security lights.	10C
Prohibited Signs	Off-site signs, except replacement of legal nonconforming off-site commercial signs.	8A1		Exterior lamp fixtures to be cut-off type; low pressure sodium lighting is prohibited; exterior lighting to be turned off at the end of business hours.	10D
	Within Pedestrian Oriented District, signs for commercial projects except window and wall signs.	8A2	<b>Owner Acknowledgement of Limitations</b>		11
Window or Wall Signs	Commercial projects may provide one window or wall sign on the front and rear facades of building.	8D			
Pole Signs Outside POD	Limited to one per building.	8E			
Projecting Signs Outside POD	One projecting sign for each public entrance to a building having frontage on public street; sign area and projection limited.	8F			
Wall Signs	Limited to 1 for each building frontage, 2 sq. ft. for each foot of building frontage, with projection no more than 12 inches.	8G			

230RCBD3 (010296)

**Part 4**

**RESEDA CENTRAL BUSINESS DISTRICT  
SPECIFIC PLAN**

**Ordinance No. 169,649  
Effective April 2, 1994**

An ordinance establishing a specific plan for the Reseda Central Business District.

WHEREAS, the Reseda Central Business District (CBD), once a thriving retail commercial area prior to the 1960's, has deteriorated into a static and marginal shopping area of diverse age and appearance and unrelated uses; and

WHEREAS, many of these commercial buildings are in poor condition, cluttered with signs and billboards, devoid of landscaping and generally uninviting to shoppers; and

WHEREAS, there is an apparent imbalance of such uses as the sale, repair, rental and maintenance of automobiles in the community which are at odds with pedestrian activity; and

WHEREAS, the mixing of highway oriented uses with pedestrian oriented uses discourages and deters pedestrian shopping; and

WHEREAS, the present commercial zoning permits commercial development with a wide range of uses, a floor area ratio of 1.5 to 1 and 6.0 to 1, and a height that ranges from 3 to 10 stories that has not been fully utilized and gives a false impression of the type of central business district the business and residential communities supports; and

WHEREAS, the recent commercial development has taken the form of mini-mall development which has exacerbated the traffic congestion and parking problems; and

WHEREAS, the Reseda-West Van Nuys Community Plan, adopted on February 1985, provides a specific plan to promote the economic health, revitalization and public convenience by promoting orderly development and enhancement of the Reseda CBD; and

WHEREAS, there is a need to improve the economic viability of the area for both businesses and residents, improve the physical appearance of the CBD, and establish guidelines to encourage orderly development and revitalization;

NOW THEREFORE,

THE PEOPLE OF THE THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:

**Section 1. ESTABLISHMENT OF SPECIFIC PLAN.** The City Council hereby establishes the Reseda Central Business District Specific Plan applicable to the area of the City of Los Angeles shown within the heavy lines upon the Map.

**Section 2. PURPOSES.**

- A. To provide regulatory controls to enhance the aesthetic quality of development in the CBD;
- B. To achieve and maintain a well-rounded and attractive business district of desirable uses which cater to the needed goods and services of Reseda's residents and businesses;
- C. To facilitate the revitalization of the CBD by encouraging commercial office and pedestrian oriented development that would stimulate economic activity and return the Reseda CBD to a position of commercial significance in the community;
- D. To preserve and enhance the surrounding residential neighborhoods by ensuring that commercial and industrial development is compatible with these neighborhoods;
- E. To improve the image and enhance the physical character of the Reseda CBD in an effort to attract increased pedestrian use and business activity;
- F. To attract and accommodate a mix of commercial land uses that serve a variety of community needs and exclude unnecessary and undesirable uses;
- G. To enhance future development by establishing coordinated and comprehensive standards for parking, height, urban design, density and landscaping for new projects;
- H. To provide adequate, well-maintained, well-lit and efficiently operated parking lots;
- I. To provide adequate traffic circulation improvements to accommodate demands generated by the expanded use of the CBD;
- J. To preserve desirable existing trees and landscaping or provide adequate replacement;
- K. To provide a safe and secure environment for pedestrians;
- L. To encourage nighttime activities in a secure atmosphere by providing quality lighting.

**Section 3. RELATIONSHIP TO OTHER PROVISIONS OF  
CHAPTER 1 OF THE MUNICIPAL CODE OF THE CITY OF  
LOS ANGELES.**

- A. The regulations of this Specific Plan are in addition to those set forth in provisions of the Los Angeles Municipal Code (hereinafter "Code") and do not convey any other rights not otherwise granted under such other provisions, except as specifically provided herein.



B. Wherever this Specific Plan contains provisions which differ from, or conflict with, provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail where more restrictive and supersede the applicable provisions of that Code. In the event that a more restrictive ordinance becomes adopted and effective, then the provisions contained herein shall be superseded.

C. Procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of Chapter 1 of the Code. In approving an exception to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction without any additional application. Only one fee shall be required for this type of joint application.

**Section 4. DEFINITIONS.** The following words, whenever used in this ordinance, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 13.07 C of the Code, Division 4 of Article 1, Chapter IX of the Code and Division 62 of Article 1, Chapter IX of the Code if defined therein.

A. **Extensive Remodeling.** Any alteration to, including addition to, an existing building in which the aggregate value of such work in any one year exceeds 75% of the replacement value of the existing building, as determined by the Department of Building and Safety.

B. **Height.** The vertical distance measured from the top of the adjacent curb of the property to the highest point of the roof, structure or the parapet wall, whichever is highest. The height shall include all equipment and architectural projections.

C. **Mixed Commercial/Residential Use Development.** Any project containing a commercial use in combination with a residential use on C zoned property, either in the same building or in separate buildings on the same lot or lots whenever the site is comprised of more than one lot.

D. **Pedestrian Oriented District (POD).** The area generally bounded by Wyandotte Street on the north, Hart Street on the south, Lindley Avenue on the east, and Amigo Avenue on the west, as shown on the Map of this ordinance.

E. **Pedestrian Oriented Street.** Sherman Way from Lindley Avenue to Amigo Avenue, and Reseda Boulevard from Wyandotte Street to Hart Street.

F. **Pedestrian Oriented Use.** A use which is intended to encourage walk-in neighborhood retail sales and services and which is needed by residents and patrons of a Pedestrian Oriented District such as those uses listed in Section 13.07 C of the Code.

G. **Project.** The erection or construction of, or addition to, any building or structure, or any remodel of the exterior walls, including any architectural projections attached to the

exterior walls or roof structures affecting the exterior design of a building or structure, or any change of use of any building or structure located in whole or in part within the Specific Plan area.

H. **Window Sign.** A sign which is painted, posted or displayed on the transparent or translucent surface of a window or door and which is visible from outside the building or structure.

**Section 5. ZONING AND LAND USE.** All land uses and zoning shall be consistent with the Reseda-West Van Nuys Community Plan and with the additional regulations as specified in this Specific Plan.

**A. Commercial Land Uses.**

1. Commercial land use within the Reseda CBD Specific Plan area shall be limited to uses allowed in the C2 Zone, except the following uses shall not be permitted:

a. All auto-related uses and expansions of existing auto-related uses which increase the accumulated total of all auto-related businesses in the Reseda CBD above 20% of all businesses in the CBD unless approved by conditional use as indicated in Section 12.24 C of the Code.

The Zoning Administrator may approve the new auto-related use of a site or the expansion of an existing auto-related use on a site subject to the following project standards:

1) The accessibility of the subject site to major or secondary highways.

2) The proximity of the proposed use or expansion to other auto-related uses in the immediately surrounding area in serving the needs of the consumer.

3) The following performance standards based on the proximity of the subject site to the surrounding residential neighborhoods:

a) Days and hours of operation.

b) Proper screening from surrounding uses and public rights-of-ways.

c) Screening and plant material for various service areas located on the subject site.

b. The following uses within the Pedestrian Oriented District:

1) Automobile car wash

2) Automobile repairing and auto painting

3) Mini-shopping center

c. The following uses:

- 1) Bathhouse
- 2) Escort bureau
- 3) Massage parlor
- 4) Masseur or masseuse

**B. Industrial Land Uses.**

1. Industrial land use within the Reseda CBD Specific Plan area shall be limited to uses allowed in the M1 Zone, except the following uses shall not be permitted:

a. All sports stadiums, arenas and concert halls unless approved by conditional use as indicated in Section 12.24 C 1.1 of the Code.

b. The following uses:

- 1) Asbestos products manufacturing
- 2) Battery rebuilding
- 3) Bus storage or operating yard
- 4) Car barn
- 5) Cesspool pumping, cleaning and draining
- 6) Equipment storage yard
- 7) Electric foundry
- 8) Electroplating works
- 9) Foundry
- 10) Freight forwarding station
- 11) Gardener's refuse collection yard or station
- 12) Moving van storage or operating yard
- 13) Portland cement, bulk transfer
- 14) Tank truck parking or storage
- 15) Truck rental, sales or storage yard

C. The prohibitions specified in Section 5 A and 5 B of this ordinance shall apply to any change of use and Extensive Remodeling, but shall not apply to any alterations, non-extensive remodeling and repairs of existing commercial and industrial buildings or structures if the alterations or repairs do not increase the height, floor area or occupant load of the existing buildings or structures. Furthermore, a building, structure or portion thereof nonconforming as to use, which becomes vacant and remains unoccupied for a continuous period of one year after adoption of this Specific

Plan ordinance, shall not thereafter be occupied by that use or any other uses prohibited by this Plan.

**Section 6. GENERAL PROVISIONS.** Any project to be constructed on a lot or lots located within or partially within the Specific Plan area as described in Section 1 of this ordinance shall conform to the following project provisions:

**A. Uses.**

1. Mixed Commercial/Residential Use projects shall be prohibited within the Specific Plan area.
2. All commercial buildings within 50 feet of a residentially zoned property shall have no openings or balconies, except windows, above an elevation of 20 feet (measured from the curb of the public street) overlooking adjacent properties which are designated for single-family residential uses on the Community Plan. Said windows shall not be transparent below an eye level of six feet, or shall be translucent; alternatively, the building shall be designed in such a way that windows will not overlook the abutting residential properties, to the satisfaction of the City Planning Department.

**B. Building Height for Commercial and Industrial Projects.** The absolute height of new buildings in the CBD shall be limited to a maximum of 45 feet, inclusive of signage, except for parking buildings which shall be limited to a maximum of 30 feet, also inclusive of signage.

**C. Regulations Within the POD.** Any new building or extensively remodeled structure on a lot or lots located within the Pedestrian Oriented District shall comply with the following provisions:

1. Blank walls in excess of 10 feet in length fronting on a Pedestrian Oriented Street shall not be permitted. Walls shall be relieved by transparent windows, doors, recessed entryways, recessed courtyards, planters, murals, mosaic tile, public art and/or other means.
2. Any use permitted by this ordinance shall be permitted on the ground floor, except that for lots having a frontage of 60 feet or more, at least 50 percent of the ground floor building frontage (excluding the frontage used for vehicular access to on-site parking) shall be devoted to Pedestrian Oriented Uses.
3. Building frontage shall be differentiated by recessed windows, balconies, offset planes, awnings, or other architectural details which provide varied facade projections.
4. At least 75 percent of the ground floor building frontage adjacent to the Pedestrian Oriented Streets shall be devoted to entrances for pedestrians, display windows or windows affording views into retail establishments. Transparent glass shall be used to allow maximum

visibility from sidewalk areas into the interior of buildings.

5. Designated areas for deliveries to and pick-ups from the commercial developments in the POD shall be located at the rear parking area when possible.
6. New driveway access shall be prohibited from either Reseda Boulevard or Sherman Way where there is alternate access to the rear of the building.
7. Openings between buildings in excess of 12 feet are prohibited. However, an exception would be when the site plan is approved by the Planning Department in conjunction with the Building and Safety Department and the Department of Transportation in accordance with Section 16.05 of the Code, in that it is found that these openings are required in order to provide for a garage or parking lot entrance needed in that particular manner for traffic circulation purposes. Also, openings between buildings in excess of 12 feet which are used for access to outdoor dining, plazas, courtyards, seating, architectural water structures/features, or kiosks shall be permitted.
8. All commercial projects located within the POD shall provide a street-front entrance for pedestrian access.

## **Section 7. LANDSCAPE AND SCREENING.**

### **A. Commercial Projects.**

1. Landscaped areas shall be provided at a rate of five percent of the gross lot area, in addition to any landscaped parking areas and required landscaped buffers between commercial and residentially zoned properties.
2. Project areas shall be landscaped with similar plant materials to form a consistent landscape theme throughout.
3. A minimum 15-foot width planted landscaped buffer shall be provided from the property line for all commercial buildings that are adjacent to single family residentially zoned properties. The landscaped area shall include evergreen trees, a minimum of 24-inch box in size at the time of planting, and placed on 15-foot centers.
4. All new or replacement street trees specified as 24-inch box in this ordinance shall be at least ten feet tall, two inches in trunk diameter, and with a minimum five-foot branch spread at the time of planting.

### **B. Parking Lots and Parking Buildings.**

1. In conjunction with a project, driveway access across designated areas for landscaping to parking located to the side and rear of buildings shall be permitted.

2. All parking building projects shall be separated from any adjacent public right-of-way by a minimum three-foot wide landscaped area. The planted area shall consist of low hedges, wrought iron and/or brick barriers.

3. A minimum 15-foot width planted landscaped buffer shall be provided from the property line for those parking building projects that are adjacent to residential zoned properties. The landscaped area shall be planted with a combination of mature evergreen trees no less than 15 feet in height and three-foot hedge plants of natal plum, photinia, waxed leaf privet and/or creeping fig or similar evergreen. Climbing vegetation shall be planted on the exterior walls of parking building.

4. Parking building projects shall include significant plantings of trees, shrubs, flowers, or vines on the perimeter of the upper level in order to provide additional screening and exterior landscaping.

5. Surface parking projects adjoining a Pedestrian Oriented Street shall be screened by a solid wall having a continuous height of three and one-half feet. In addition, the wall shall be separated from any adjacent public right-of-way by a minimum continuous width of five feet of landscaped area.

6. Surface parking project areas shall be landscaped. These landscaped areas shall be planted with shade trees, shrubs, and ground covers. Such shade trees shall be a minimum 24-inch box size, and shall be planted at the ratio of one tree for each four surface parking spaces. The trees shall be dispersed within the parking area so as to shade the uncovered, unroofed surface parking areas and shall be protected by curbing or other suitable measures, to the satisfaction of the City Planning Department.

### **C. Street Trees and Planting Requirements.** A project shall provide street trees in conformance with the following regulations:

1. Shade producing street trees shall be planted at a ratio of at least one tree for each 25 lineal feet of street frontage at a distance no greater than three feet from the curb. Elevated planters, tree grates and tree guards shall be provided where needed.
2. Street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance, Public Works Department.
3. Fruitless pear and tulip trees shall be planted along Sherman Way and Reseda Boulevard, respectively. These trees shall be planted at a ratio of at least one tree for each 25 lineal feet of street frontage at a distance no greater than three feet from the curb.



**D. Irrigation and Plant Materials.** For any project:

1. All landscaped areas shall be equipped with an automatic sprinkler or drip irrigation system designed to conserve water.
2. All plants and trees shall be drought-resistant and hardy.

**E. Trash Enclosures.** For any project, open areas for the storage of trash shall be located and buffered so as not to be visible from the street, and not cause noise, odor, or debris impacts on any public right-of-way and adjacent properties. Trash containers shall be covered on top.

**Section 8. SIGNS AND OFF-SITE SIGNS.**

**A. Prohibited Signs.** The following signs shall be prohibited:

1. **Off-site commercial signs**, except that existing legally erected off-site commercial signs may be replaced on the same or a new site provided that the location and sign otherwise meet all current ordinance requirements of Division 62 - Signs, Section 91.6220 - Off-site Signs.
2. All signs for commercial projects located within the POD with the exception of Window and wall signs.

**B. Holiday decorations or signs** shall be allowed for projects or non-projects, provided they are not posted more than 30 days preceding the holiday, and shall be removed within 10 days following the holiday.

**C. All other types of temporary, paper or banner signs** shall be dated when posted and removed within 40 days of their posting whether for a project or non-project.

**D. All commercial projects** located on lots within the POD may provide one **Window or wall sign** on both the front and the rear facade of the building. The rear sign shall be a non-illuminated identification sign.

**E. Pole Signs Outside the POD.** Pole signs outside the POD shall be limited to one per building and shall otherwise be regulated by the provisions set forth in Section 91.6211 of the Code.

**F. Projecting Signs Outside the POD.**

1. One projecting sign shall be permitted for each public entrance to a building that has frontage on a public street, private walkway, plaza, or alley.
2. The area of a projecting sign shall be limited to 16 square feet.
3. No projecting sign shall project from the building wall more than 30 inches or one-half of the width of an adjacent public sidewalk or walkway, whichever is less.

**G. Wall Signs.**

1. One wall sign shall be permitted for each building frontage.
2. The area of the wall sign shall be limited to two square feet for each foot of building frontage.
3. No wall sign shall project from the building face more than 12 inches.

**H. Window Signs.** Window Signs shall be prepared by a professional artist and not hand drawn.

**I. Amortization.**

1. All signs rendered nonconforming by this section shall be completely removed from the Specific Plan area within five (5) years from the effective date of this ordinance, provided that only in the case of off-site commercial signs a funding source is established for the purpose of reimbursing the owner of the sign.
2. If a nonconforming sign shall have been damaged or partially destroyed to the extent of more than 50 percent of its replacement value at the time of such damage or of its replacement value at the time of such damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of such damage or destruction, then such sign shall be totally removed 30 days after the date of such damage or destruction.
3. Ninety days after the cessation of a business activity, service or product whose sign was lawfully erected, the signs shall be removed, or the face of such signs shall be removed and replaced with blank panels or shall be painted out.

**Section 9. PARKING BUILDINGS ADJACENT TO RESIDENTIAL ZONED PROPERTY.**

**A. All new parking buildings or substantially remodeled parking buildings adjacent to residential zoned property** shall comply with these provisions:

1. Parking buildings shall be no more than one level above ground level surface parking.
2. There shall be no external wall openings nor open driveway ramps to the upper level of a parking building on the side of the building facing the residential zoned property.
3. Parking buildings installed with air circulation vents and/or fans shall not have such vents and fans adjacent to or facing a residential area to avoid any noise impact.

4. All interior and exterior driveways and ramps of parking structures shall be broom-finished concrete.
5. Parking buildings shall be designed to substantially screen automobiles contained therein from the public view. The facade of any parking building shall be designed so that it is similar in color, materials, and architectural detail with the building for which it serves for parking.

#### **Section 10. LIGHTING.**

- A. In addition to standard electrolier street lighting, pedestrian scale lighting shall be constructed in conjunction with projects along Sherman Way between Lindley and Wilbur Avenues and along Reseda Boulevard between Satcoy and Kittridge Streets.
- B. Type of equipment, spacing, and level of illumination shall be according to the standards adopted by the Bureau of Street Lighting of the Public Works Department.
- C. Rear parking areas shall be illuminated by security lights. These lights shall be installed on the facade of the building facing the rear parking.
- D. All exterior lamp fixtures shall be cut-off type. Flood-lighting of the buildings shall be prohibited, as well as the use of low pressure sodium lighting devices. All exterior lighting, except for the purpose of safety and security and to illuminate signs, shall be turned off at the end of business hours.

#### **Section 11. OWNER ACKNOWLEDGEMENT OF LIMITATIONS.**

The Department of Building and Safety shall issue no building permit for construction upon property within the specific plan area until such time as the owner of such property has recorded with the County Recorder and submitted to the Director of Planning and the Department of Building and Safety an acknowledgement and acceptance of the contents and limitations of this Specific Plan.

#### **Section 12. FAILURE TO COMPLY WITH THE SPECIFIC PLAN.**

No certificate of occupancy may be issued for any project within the Reseda Central Business District Specific Plan area when not constructed or modified according to the provisions of this Specific Plan until such project deficiencies are corrected to comply with the provisions of the plan.

**Section 13. SEVERABILITY.** If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this ordinance which can be implemented without the invalid provisions, and, to this end, the provisions of this ordinance are declared to be severable.

# Reseda CBD Specific Plan







**Part 5**

**RESEDA CENTRAL BUSINESS DISTRICT  
SPECIFIC PLAN**

**Ordinance No. 169,649  
Effective April 2, 1994**

**ADMINISTRATIVE RESPONSIBILITIES**

**Applicant**

The owner of a project shall record a covenant acknowledging and accepting the contents and limitations of the Specific Plan. (11)

Where proposed development or expansion will result in more than 20% of the total businesses in auto-related use, the applicant shall apply for a conditional use permit. (5A1)

**Department of City Planning**

The Department of City Planning shall review landscape plans for proposed projects in accordance with the provisions of the Specific Plan. (7)

The Zoning Administrator may approve new and/or expanded auto-related uses under conditional use provisions, after the area threshold for auto-related uses is reached. (5A1)

**City Planning Commission**

The City Planning Commission shall provide recommendation to the City Council on an application for a Specific Plan exception. (3C)

**Department of Public Works**

The Street Tree Division of the Bureau of Street Maintenance shall administer street tree provisions of the Specific Plan. (7C)

**City Council**

The City Council shall issue the determination on an application for a Specific Plan exception, considering the recommendation of the City Planning Commission. (3C)

230RCBD5 (09-05-95)





**ORIGINAL COMMUNITY PLAN STAFF****DEPARTMENT OF CITY PLANNING**

Calvin S. Hamilton, Director of Planning  
Kei Uyeda, Executive Officer  
Glenn F. Blossom, City Planning Officer

**COMMUNITY PLANNING AND DEVELOPMENT DIVISION**

Arch D. Crouch, Principal City Planner

**COMMUNITY PLANNING SECTION C**

Sam Campbell, Senior City Planner\*  
Howard A. Martin, Senior City Planner

**PROJECT STAFF**

Jim Anderson, Unit Manager  
Bill Taylor, Project Manager  
Margaret Richardson, Project Coordinator  
Cora Smith, Planning Assistant

**GRAPHICS SECTION**

Gene Wolfe, Graphics Supervisor  
Richard V. David, Graphics Designer II  
Oliver Baker, Cartographic Unit Head  
Larry Kim, Cartographer

**RESEDA CENTRAL BUSINESS DISTRICT SPECIFIC PLAN****DEPARTMENT OF CITY PLANNING**

Con Howe, Director of Planning  
Franklin P. Eberhard, Deputy Director  
Gordon Hamilton, Deputy Director  
Robert H. Sutton, Deputy Director

**COMMUNITY PLANNING BUREAU**

Jack Sedwick, Principal City Planner  
Frank Fielding, Senior City Planner  
Deuk Perrin, City Planner  
David Solaiman-Tehrani, Planning Assistant\*  
Denis Shure, Graphic Designer II

**GRAPHICS SECTION**

Joyce Odell, Cartographer

\*Former Project Staff

